



Best Practices Report | workforce development and training

City of Memphis

Memphis, TN

2010 Community Challenge

<http://www.memphisaeroplan.com/>

City of Memphis, TN and Shelby County, TN focused their SCI grant work on the development of the transportation and distribution sector by focusing on the local 'Aerotropolis' air shipping hub

2/21/2014

Since 1973, Memphis, TN airport has served as the primary distribution hub for FedEx cargo airline which has served as one of the largest economic drivers of the region. Between a lack of adequate logistics training and an inability to find transportation, many citizens were unable to hold jobs at the massive distribution center. Bolstered by a \$1.2 million HUD SCI grant, the City of Memphis, FedEx and the Memphis Chamber of Commerce assembled a coalition of corporate and philanthropic partners, post-secondary education and trade institutions, to plan for the development of a logistics job training center. This project, dubbed the 'Aerotropolis,' will aim to offer programs related to aeronautics, logistics, manufacturing, bio-logistics, bio-life sciences, and employment readiness training. The city projects the implementation of the HUD funded Aerotropolis plan will result in the creation of 15,000 direct jobs over the first twenty years.

Using a \$2.6 million HUD SCI regional grant, comprising the tri-state region surrounding Memphis, Shelby County, TN developed a plan to strengthen the region's transportation network to better connect people with employment centers. As a result, the county established priorities for new bus routes, greenways, bike routes and other alternatives to make jobs more accessible to area residents, including those who do not have access to a car.

Additionally, as a result of the robust groundwork laid with SCI integrated planning grant, Memphis was selected to receive \$15 million in DOT TIGER IV funds for a riverfront bridge and boardwalk redevelopment that is halfway completed.

Tags

case studies, economic development, job creation, sector development, workforce development and training

DC Department of Housing and Community Development

Washington, DC

2010 Community Challenge

<http://www.peopleplandc.org/anacostia>

Helping existing communities benefit from future economic development

The District of Columbia CHASE Neighborhoods (i.e. Congress Heights, Historic Anacostia and St. Elizabeth's in Ward 8) are poised to undergo significant revitalization due to regional development pressures combined with a huge new federal employment center on St. Elizabeth's West campus. As part of their project, the grantee has undertaken a suite of activities which together will position CHASE residents to take full advantage of improving economic conditions in their neighborhoods. These activities include:

extensive small-business technical assistance

funding for local business façade improvements

feasibility analysis of a program to use local vocational training graduates to rehabilitate distressed housing--providing benefits for the community as well

establishing a small-business incubation space and support services

Tags

capacity building, economic development, small business, workforce development and training

Niagara Frontier Transportation Authority

Buffalo & Niagara Falls, NY

2011 Regional Planning

<http://www.oneregionforward.org/>

People United for Sustainable Housing (PUSH) Buffalo

The Green Development Zone (GDZ)

6/2/2014

People United for Sustainable Housing (PUSH) Buffalo

As a key participant on the One Region Forward Housing and Neighborhoods Working Team,

People United for Sustainable Housing (PUSH Buffalo) is a local membership-based community organization in Buffalo, NY working to mobilize residents to create strong neighborhoods with quality, affordable housing, expand local hiring opportunities and to advance economic justice in Buffalo. Founded in 2005, PUSH strives to:

Decrease the rate of housing abandonment by reclaiming empty houses from neglectful public and private owners and redeveloping them for occupancy by low-income residents; and

Develop neighborhood leaders capable of gaining community control over the development process and planning for the future of the neighborhood.

PUSH's Green Development Zone (GDZ)

After undertaking several green construction projects along the Massachusetts Avenue Corridor in the City of Buffalo, PUSH and its members decided to designate the district as a Green Development Zone in 2008. The Green Development Zone (GDZ) is PUSH Buffalo's internationally recognized effort to grow a new community economy in a 25-square block area on Buffalo's West Side. The GDZ initiative creates a national model of urban revitalization by concentrating strategic investments in green-design housing rehabilitation, environmental sustainable projects on vacant land, community gardens, and other urban agriculture projects. In April 2011, PUSH Buffalo's Green Development Zone won the Changemaker's International Sustainable Urban Housing Competition. The "Changemaker's" competition was sponsored by the U.S. Department of Housing and Urban Development, the U.S. Department of State and the American Planning Association. To date, there are more than 30 parcels of property in the zone that have gone from vacant spaces to vital parts of PUSH's growing sustainable movement.

Key strategies to achieve a sustainable neighborhood with opportunities for all that live in the Green Development Zone include:

Significant new investment in high quality, affordable housing through rehabilitation of vacant, abandoned buildings, as well as new constructions on long, vacant lots on an increased scale from previous efforts;

New commercial development, support for small business and improvements to business districts within PUSH's Green Development Zone

Advocating for strategic investment in public infrastructure

Continued acquisition of vacant and abandoned property through the Buffalo Neighborhood Stabilization Corporation Land Bank;

Continued redevelopment of vacant lots for urban agriculture, open space and green infrastructure to address combined sewer overflows;

Use of innovative green building techniques, weatherization of occupied units and developing new energy systems; and

Creating a community jobs pipeline

For more information, please visit <http://greendevlopmentzone.org/>

Tags

affordable housing creation, green building codes/standards, neighborhood/downtown plan, workforce development and training

Chittenden County Regional Planning Commission

Winooski, VT

<http://ecosproject.com/>

2010 Regional Planning

Quantifiable impacts from HUD's Investment in Chittenden County, VT include job training, new zoning, and a natural resources inventory

7/1/2014

Prior to receiving the SCI grant, the Chittenden County RPC did not work closely with the Department of Health, yet after the grant, the two organizations are engaged in 4 collaborative efforts separate from the ECOS Plan itself. This collaboration will continue to grow and ensure that local land use decisions help to better the well-being of all residents.

Through the ECOS project:

>Chittenden engaged 28 students in STEM education and career choices inspiring them to strive toward these industries.

>The RPC was able to provide 12 New Americans with kitchen skills and job placement services to help them gain a sustainable life in Vermont in a new home.

>22 volunteers were trained to provide rides to the elderly so that they may access medical services in a more cost efficient way than adding more public transit service – doubling the number of rides provided.

>5 Municipalities received funding for a Form Based Code zoning to create more livable downtowns and Villages that house residents close to jobs and services.

>CCRPC produced the most comprehensive inventory of natural communities, wildlife habitats and working lands to date in 4 municipalities to help protect resources and drive development towards the areas planned for growth.

Much of this work could not have been done without HUD/EPA/FHA's Sustainable Communities program, and with this seed money these projects will have lasting effects for the residents and region as a whole.

Tags

ongoing partnerships, public transit, quantitative results, workforce development and training, youth and aging, zoning

Mobilize Maine Workforce Development

1/31/2014

Access to Training and Higher Education: Mobilize Maine led and staffed two Workforce/Education Action Teams in the SSM region. Both are meeting monthly and have co-chairs. Over the last reporting period a short-term manufacturing program was developed by bringing together private businesses, the federal workforce investment board, adult education, Goodwill and Maine Department of Labor. The first cohort of 15 graduated and was interviewed by 5 companies on graduation day. 12 of the 15 have been hired and the others are being assisted in finding a job. The group aged in range from their lower 20s into their 60s. A second training is being organized as over 60 applicants remain on a waiting list for this training. Short-term IT training has also been organized and we have recruited 8 private IT businesses to help develop a curriculum and certificate program. Right now we are looking to have an initial group of 20 participants with a projected start date of late fall. These programs run from 6-9 months and can be delivered in modules.

Tags

private sector engagement, workforce development and training

Baltimore Metropolitan Council

Baltimore, MD

<http://www.opportunitycollaborative.org/>

2011 Regional Planning

Baltimore Met engages job-providing partners

1/31/2014

Regional housing and workforce development plans are major components of the Region Plan for Sustainable Development (RPSD) in Baltimore. The region's leading housing and workforce development entities are engaged in the committee work of the Opportunity Collaborative. Government and nonprofit transportation, housing, workforce development and planning entities from throughout the region continue to work collaboratively through this process.

As a result of the Workforce Development surveys and interviews conducted by the consultant, the Baltimore Metropolitan Council engaged two new partners. They include:

Goodwill Industries of the Chesapeake

Maryland Department of Labor, Licensing and Regulation

<http://www.opportunitycollaborative.org/assets/Career-Pathways-in-the-Baltimore-Region-Transportation-and-Logistics-FINAL-REPORT1.pdf?536869>

http://www.oedworks.com/resources/local_unified_plan.doc

Tags

ongoing partnerships, private sector engagement, workforce development and training

Baltimore Metropolitan Council

Baltimore, MD

<http://www.opportunitycollaborative.org/>

2011 Regional Planning

Local workforce unprepared to fill coming jobs in transportation sector

9/29/2014

Industry growth and a tide of employee retirements in Baltimore's transportation sector will create or leave open thousands of jobs by 2020, but local job seekers aren't prepared to fill them, according to a study released Monday by the Opportunity Collaborative.

Low-income residents lack the needed technical training or have criminal records that make them ineligible for the jobs, according to the study by the coalition of state agencies, local governments, universities and nonprofits tasked with plotting a course toward sustainable economic growth for the Baltimore region. The region as a whole lacks a public transportation system that adequately connects low-income residents with employment centers and training programs.

New pathways for those workers to reach success must be created, the coalition found, lest the region miss a major opportunity to lift thousands of families out of poverty.

The study, funded as part of a \$3.5 million federal grant facilitating the collaborative, will help inform a broader Regional Workforce Development Plan the group is working to complete and release by next year.

It follows two previous studies that found middle-class employment opportunities lacking in the region, rising competition for jobs and a growing percentage of residents falling below the poverty line.

Officials focused on the transportation and warehousing sector in the new study because they see it as a promising one locally, based on expectations that the coming Panama Canal expansion will create jobs at the port of Baltimore and that major investments in transit projects such as the Red Line will further expand the industry.

The industry already employs 32,800 people in the region, and will see a net increase of at least 1,800 new jobs by 2020, the study found. Thousands more jobs will become available through the retirement of older employees, who represent a large percentage of the current workforce.

The panel discussion featured officials from regional employers — including the railroad CSX Transportation and American Sugar Refining, which operates Domino — who said they are hiring and see growth in the future.

Based on interviews with employers throughout the region, the study identified five career fields in which there is some opportunity for entry-level employees making about \$9.50 an hour to progress into family-supporting, middle-class jobs paying between \$16 and \$26 per hour. But background checks remained a major barrier for those interested in becoming drivers and logistics agents, diesel mechanics, merchant mariners and warehouse processors, the study found.

The Transportation Worker Identification Credential, a federally required security clearance for workers throughout the transportation sector, prevents many with criminal records from entering this workforce. Another barrier the study identified was the high cost of training and certification in those fields.

The study found more workforce development organizations, educational partners and employer-based training programs could increase the number of entry level workers who successfully make their way into positions paying a family wage, but did not include specific policy recommendations.

Opportunity Collaborative officials said the feedback will help them create their final report, which is expected in February.

http://articles.baltimoresun.com/2014-09-29/business/bs-bz-transportation-jobs-20140929_1_panel-discussion-greater-baltimore-committee-opportunity-collaborative

Tags

economic development, policy change, private sector engagement, quantitative results, sector development, workforce development and training

Rutgers, The State University of New Jersey

New Brunswick, NJ

2011 Regional Planning

<http://togethernorthjersey.com/>

TNJ Local Demonstration Project: North Jersey Partners Regional Workforce Collaboration

9/19/2014

The 'North Jersey Partners Workforce Report' is a TNJ deliverable whose primary objective was to provide the background research necessary for North Jersey Partners to pursue a regional workforce strategy that is integrated with regional transportation and economic development. North Jersey Partners did tremendous engagement around the Workforce Development Symposium (with great support from HUD CBIs), have solid buy-in from a very diverse group of decision-makers, and have continued a process that is likely to impact the region for many years to come.

North Jersey Partners is a regional workforce volunteer collaboration between the Workforce Investment Boards (WIB) within eight study area counties and includes: the Bergen WIB, Essex WIB, Hudson WIB, MorrisSussex-Warren WIB, Passaic WIB, Union WIB, Jersey City WIB and Newark WIB. The partnership was created under the US Department of Labor's Workforce Innovation in Regional Economic Development (WIRED) initiative in 2006, which promoted regional integration of talent development, workforce and economic development activities. Today, North Jersey Partners facilitates peer exchanges and serves as a coalition for advocacy on regional workforce issues.

Report: https://www.dropbox.com/s/9crj1xjb87wxc8a/NJP_Report_Draft_20141219.pdf?dl=0

Appendices: https://www.dropbox.com/s/ptes25h4xtjey65/NJP_Appendices_Draft_20141017.pdf?dl=0

Tags

economic development, job creation, transportation choice, workforce development and training